D. 1 e Roy Dresser Back With a Statement That He'll Explain His Actions as President, but Not Just Now-Doesn't Attend the Republic Trust Meeting.

good deal was accomplished yesterday the way of untangling the snarl into which D. Le Roy Dresser got the Trust Company of the Republic and the United States Shipbuilding Company by using the credit and name of the former company in his successful efforts to float the securities the shipvards combination. A special meeting of the stockholders of the trust company, at which two-thirds of all the stock was represented, voted unanimously n favor of the reorganization plan formulated by the Executive Committee, and the hopes of the dissatisfied minority stockholders of the shipbuilding company, who want a receiver, met with a serious set-

Ex-President Dresser of the trust company arrived in this city early yesterday morning and spent the day and evening in consultation with his lawyer, Morris J. Hirsch. He made a brief statement last hight to the effect that when the proper time comes he will explain everything satisfactorily. Mr. Dresser did not attend he meeting of the trust company's stockholders and he was not referred to by name at the meeting, although there were some very pointed questions asked about the dealings of the trust company with shipyard securities during the Dresser administration.

Stuyvesant Fish of the Executive Committee presided. George C. Boldt of the Waldorf-Astoria, who is third vice-president of the company, as reorganized, represented on his own account and by proxies about 6,000 shares, and there were present in person the holders of 1,500 more.

Bank Examiner Kilburn was present by invitation. He said that the proceedings were satisfactory and that the unanimous action of the stockholders was very re-

Questions were asked by various stockholders about the suit for \$135,000 brought against the company by Harris, Gates & Co., and about similar claims growing out of Mr. Dresser's orders to the claimants to purchase the shipvard securities for the trust company in the open market. All of these claims are now repudiated by the company on the ground that Mr. Dresser ted without authority.

This formal statement relative to the action of the stockholders was issued by the executive committee:

The reduction of the directors from twentyto thirteen was unanimously passed, be executive committee made a report i regard to the shipbuilding matter, the stance of which was that they were not in coord at the present time for any applica-on for a receiver of the United States Shipbuilding Company, because it was believed that the appointment of a receiver would not be for the best interests of the business of the Shipbuilding company, and, therefore, not to the interest of the Trust Company of the Republicus security holder of the Shipbuild-

regard to the plan of the reorganiza-With regard to the plan of the reorganization of the Shipbuilding Company, the report
stated that the Executive Committee stood
ready to deposit the bonds with the Reorganization Committee as soon as certain details
of negotiation respecting another matter
had been arranged to the satisfaction of the
Executive Committee.
There was a full discussion of the affairs
of the company, figures and details being
given in answer to questions, the Stockholders
Committee expressly stating that they were
there for the purpose of getting suggestions
from the stockholders and getting their views
before taking action.

from the stockholders and getting suggestions before taking action.

The report of the Executive Committee was preceived and amproved, and the stockholders voted to give the Executive Committee power in their discretion to deal with the securities of the Shipbuilding Company, held by the Trust Company in such manner as the Executive Committee might see fit. The proceedings of the Executive Committee were ratified and the authority given, by unanin ous vote of all stockholders present, excepting one stockholder representing fifteen shares.

The "certain details of negotiations reecting another matter" referred to have
do with the complications arising from

The Peers, following is said to have been according to the complex of the comple the conflicting claims on a part of the shippard's securities held by the trust company. The trust company helds or controls in one way or another \$3,100,000 of shipyard securities which may be classified as follows: \$400,000 held absolutely; \$100,000 over which the trust company has power of attorney; \$1,600,000 owned by nus-power of attorney; \$1.990,000 cwhed by Survegant Fish and George C. Beldt and their friends, and about \$700,000 worth in regard to which there is a dispute. Winthrop E. Scarritt, the new president of the company, said that the company de-sires to have the Sheldon syndicate take.

over the securities in dispute and the claims which exist against them. That's where the rub comes now. The shipbuilding reorganization syndicate, of which George P. Scholzetion is the book wants the sector. the head, wants the control crough shipyard securities to give the syndicate a majority for its reorganization scheme, but is not at all enthusiastic about taking over the disputed holdings and having a let of litigation on its hands.

The Sheldon syndicate now holds or controls by pledge \$5.000.000 of the shipwards.

trols by pledge \$5,000,000 of the ships securities—\$1,000,000 from Charles shipyards arles M. Schwab and \$1,000,000 that were sent back from France after the failure of the promoters to dispose of them in that country. There will undoubtedly be a compromise between the syndicate and the trust com-pany, as the two are desirous of getting together and blocking the scheme of the "The whole influence of the caretive company," said a member of the executive committee, "will be for reorganization of

committee, "Will be for reorganization of the shipbuilding company.

"The backbone and one thing of value of the whole thing is the Bethlehem Steel Company's plant, put into the shipbuilding combination by Mr. Schwab. If there is to be a receiver Mr. Schwab will take out the Bethlehem plant and all we will have left Bethlehem plant and all we will have left will be a lot of shipyards scattered all over the country without any head. With the market as it is in these days it would be impossible to enlist capital in the develop-ment of such an outfit as that. On the other hand, if the Sheldon reorganization plan goes through the steel plant and the ship-yards will be kept together, the rights of the bondbolders will be preserved and the interest on the bonds due in July will be attended to. The \$2,000,000 additional capital that is needed to reorganize has been promised by Mr. Schwab."

Samuel Untermeer does not control very considerable minority of the se-prities. He said yesterday: "A receiveries. He said yesterday: "A receiver-is the best thing for all concerned, lien on the cruiser Chattanooga in

That lien on the cruiser Chattanooga in the Crescent shippard is only a forerunner of what will happen in all the yards of the combine if we don't have a receiver."

In his statement to the public, Mr. Dresser said that he had come back to New York contrary to the advice of his physician, and that later on he would speak more in detail of his connection with the two companies. He also said:

I wish at this time to state that in no in-dance was anything done by me in my capac-iv as president of the Trust Company of the dapublic which will not bear the fullest in-sestigation. I also state that neither my ister, Mrs. John Nicholas Brown, nor my crother-in-law. Mr. George Vanderbilt, is a any manner, directly or indirectly, con-erned in my transactions with the Trust company of the Republic or the United States surbuilding Company. This has been fre-mently stated before and I wish to empha-

Predicts a Better Copper Market.

John Stanton, who is interested in sevral large copper mining companies and cell known in the trade, said vesterday: o not expect to see copper sell below cents a pound. The recent setback sheen due to the stopping of work in building trade because of labor troubles, e market will go higher as soon as the ficulties with labor end."

PROPOSAL TO AMES CREDITORS. STEEL PRICES NOT TO CHANGE. CAN'T RECOVER FROM J. W. GATES. Toronto Brokers' Offer to Pay Debts

in Full Within Eighteen Months. A circular has been sent out to its creditors by A. E. Ames & Co., the Toronto brokers, who suspended early this month, proposing

who suspended early this month, proposing a settlement of their liabilities on the basis of payment in full, with 6 per cent. interest to unsecured creditors, twenty-five 1.c cent. payable on July 15, and the balance in three equal payments at six, twelve and eighteen months. The firm's statement showed the unsecured debts to be: Savings deposits, \$230,114; or edit balance of customers, \$234,111, and due for surplus margins, \$125,000.

GOSSIP OF WALL STREET.

It was freely asserted vesterday that the been "rigged" with orders from this side for that suspicion made it seem that the thing had the influence of the lower London quotations. but quickly recovered, and all the stocks sold from London were taken above parity. The strength exhibited in this market caused a lot of London selling orders to be cancelled. The foreign houses sold about 25,000 shares on balance

The Steel stocks in London declined more than 1 per cent, below New York parity, a very unusual thing to happen in those shares. The sentimental effect of it, however, was nullified by the support given at the opening of this market. In the early trading the com-mon stock broke 1, point below Thursday's low price to 28%, and the preferred went issue reached a parity with the London prices and both rallied very sharply later on, the common stock to 30 and the preferred to 8%. They closed at the top. There was a big crowd at the Steel post when the market Specialists said that some of the buying looked good. The stocks evidently were being supported with orders from important sources. Short covering was a feature of the advance. The trading element which sold the common stock so heavily on Thursday bought back a good deal of it yesterday. There has been an abiding short ac count in the Steel shares for many months. It is a question how much of it was covered on this decline. The bulk of the short interest covered yesterday is believed to have been of recent growth—a mere room short in-terest. Short Steel put out six months ago is said still to be uncovered.

"There were a lot of 1 per cent. bulls around here at the opening," said a room trader yesterday, "believing the market could be bid waiting to follow somebody's buying. They followed the buying in Steel and very willingly and any other that looked monetarily promising. They will want their profits to-morrow.

The friendly attitude of the room crowd was rather unexpected, in view of the lower London quotations, which the bear crowd evidently intended to use against the market.

A force that none of the bears had reckoned on anticipated further aggressions in Steel, and the buying of Reading was very im

Although the Waldorf contingent has seemed to be the principal bullish factor in Reading on this advance, the impression has got around that its operations are incidenal to purposes of more than speculative importance. It is heard again that "something is going on in the coaler stocks." Much of this recent buying in Reading has emanated from important sources, suggesting further accumulation by interests who are already in control of the property. The anthracite industry is represented to be in a very flourishing condition. In quarters where good Reading information is frequently found the sentiment on the stock is confidently Wasserman Bros. were the heaviest buyers vesterday, taking about 10,800 shares and bidding for the stock. Henning and Wormser were also instrumental in advance ing the price. Many who thought of taking profits on stock bought earlier in the week were restrained by seeing how offerings were absorbed on rising quotations.

Brokers who sometimes represent Mr. Keene have been conspicuous on the buying side for several days, and in the board room it is supposed that Mr. Keene is bulling the market. This opinion is not based altogether upon the attitude of brokers thought

The Ream following is said to have been accumulating Erie on this level. There was talk in the board room yesterday of one orde for 10,000 shares having been executed this week for the individual account of one of the Ream party. Erie is one of the few stocks on which the prevailing sentiment is bullish. The floor crowd is partial to it. Some of the same people who are bulling Reading feel bullish on Erie, too. Earnings are said to be responsible for the present buying interest

The less aggressive attitude of some of the leading bear interests tends to confirm the impression that the bear party, realizing that the market has been sold almost to standstill, would favor a substantial advance on which to resume selling operations. would not surprise the room crowd to see several operators who have figured prominently on the short side turn suddenly and work for an advance. Some suggestion of that was seen in yesterday's session. believed that the hidden short account has been heavily reduced and that what remains is mainly a floating short interest existing in the room. Short stocks, apparently, are not being put out on this level to stay.

There were two opinions of the rally yes terday one, that it was encouraged by bear traders in order to make ground on which to put out more short stocks for a turn, and the other, that it was genuine in respons to more encouraging general news and favorable technical conditions in the marke Transactions were as largely professional as in Thursday's session. Favorable fore casts of the bank statement played a promi nent part in speculative calculations. Many traders said last night that they would sell stocks on a strong opening this morning on the theory that the market will sell under profit taking on the appearance of a good bank statement.

The statement was made yesterday by prominent insider that there is no industrial corporation stronger in a financial way than the United States Realty Company In the consolidation of offices, &c., he added it was found necessary to let out a number of men, with the result usual in such cases.

Western speculative interests seem even more disposed than Wall Street is to forecast the stock market by the crop outlook. Much of the Western buying that occurred yesterday in stocks, especially the granger rail-road issues, apparently was influenced by the more encouraging tenor of crop advices, both as to corn and wheat. Many who were short of stocks and long of corn were moved thereby to take profits in both markets. Reports of rain in the Northwest, where spring wheat needed it, and of the temperatures in the corn belt were received with great satisfaction, especially in stock market circles Most of the private crop advices received by the Western wire houses were favorable. A despatch from Chicago said that returns to the officers of the Burlington indicated material improvement during the last fortnight in the Nebraska crop situation. It is now estimated that the wheat yield in that State will equal that of last year and be of better quality. The floods did considerable damage in the lowlands, but this is offset by the increased upland acreage. Corn. it is

said, will revive if the sixty days following the 1st of July are marked by high tempera-tures. The Modern Miller's crop resume was also encouraging. Mortgage on Stock Exchange Building. A mortgage of \$400,000 made by the New York Stock Exchange Building Company to the Bowery Savings Bank on the New York Stock Exchange Building was recorded yesterday. It is to run for five years at

Official Announcement That the 1904 Schedule Will Be the Same as This Year's.

It was officially announced yesterday that the United States Steel Corporation's price schedule for finished steel products for delivery in 1904 will be the same as the current schedule. This means that steel rails, now selling at \$28 a ton, will remain at that price.

The meetings of the executive officers of the constituent companies of the United States Steel Corporation and of representatives of the independent steel producing companies to fix the price schedule for 1904 ended yesterday. Charles M. Schwab, president of the Sterl corporation, made the first announcement regarding next year's schedule. Subsequently E. H. Gary, chairman of the executive committee the Steel corporation, gave out this state-

The price of steel rails for the year 1904 has been fixed at \$28, the price which has obtained during the last three years. As the full capacity of all the mills for the next seven or eight months has been sold, many of the leading railroad companies have expressed a desire to have the price of rails established for next season, and action has been taken a for next season, and action has been taken a little earlier than usual. I pward of 250,000 tons for 1904 have already been booked, and inquiries for a large additional tonnage have been received diving the day. No change been received during the day. No change in the prices of other lines of steel has been

This announcement has put an end to the bear rumors circulated in the last few days in Wall Street to the effect that heavy cuts were to be made in the prices of finished steel products for next year. The Nut and Bolt Association has also decided to make no change in prices, and a brisk de-mand for nuts and bolts is said to exist. The manufacturers are looking for a settlement of the labor troubles in the building trade next month.

BUY BACK JERSEY BREWERIES. Old Owners Purchase Stock of English

Sindleste at Low Prices. was announced in Newark vesterday that Gottfried Krueger of Newark and Peter Hauck of Harrison, N. J., had recovered control of their breweries, which The Western Union Fighting Railroad were bought by an English syrdicate fourteen years ago. This syndicate purchased the plant of Adolph Hurfel in this city and that of the Albany Erewing Company of Albany. Hupfel, Hauck and Krueger Joired in buying up the stock from English holders, making a rate of 75 for preferred and 35 for common stock. The English holders are said to have deposited with the Lloyds Bank of London 39,000 shares of the stock on June 15 and the remainder is promised by July 15.

Negotiations were carried on by Samuel

Untermyer of this city and M. T. Barrett of Newark, and George Ird was sent over from England as the representative of the tockholders there. stockholders there.

Messrs, Krueger and Hauck jointly or separately are now believed to have control of all of the big breweries in Newark, except the Ballantine, Heusler, Feigenspan and Wiedenmayer, which remained out of the syndicates, and the Kastrer and Trefz, the syndicates, and the Kastrer and Trefz the syndicates, and the Kastrer and Trefz the syndicates, and the Kastrer and Trefz theoremies which are still under control of

breweries, which are still under control of English syndicates.

Krueger owns the Lyon Brewing Com-Krieger owns the Lyon Erewing Company outright and has large interests in four others. It is said that he and Hauck were prepared to pay nearly \$2,000,000 for the repurchase of the English holdings. They had the management of the breweries which they sold up to 1899, when they began to buy up the stock through agents at prices far below those at which it had been floated.

TO RESTRAIN HARRIMAN.

Holdings in S. P. Election. CINCINNATI, Ohio, June 19. Contrary t a report that a compromise had been effeeted in New York between the Keene and Harriman interests, and that the Southern Pacific Railway suit had been compromised, a brief was filed to-day by counsel for the appellants.

counset for the appellants.

The original suit involved the question of the right of the Union Pacific directors to vote in the stockholders' meeting of the Southern Pacific Railroad.

The brief film! The brief filed to-day was prepared by Senator Foraker, Augustus Willson of Louisville, Edwin Lauterbach of New York and Eugene Treadwell. Twenty-six arguments are advanced in behalf of the appellants to restrain the Harriman interests from voting Union Pacific the Southern Pacific election, which has been postponed.

3.500 SCHOOLCHILDREN SING. Pleasing Centure of the Spengerfest at St. Louis.

Sr. Louis, Mo., June 19. The matinee given to-day by the Sangerfest drew out a

The 125th Anniversary of the Evacuation

Celebrated.

PHILADELPHIA, Pa., June 19.-The 125th anniversary of the evacuation of Valley Forge by Gen. George Washington's army was celebrated to-day. Cov. Pennypacker representatives of civic and military authority, dignitaries of the Church, members of the Daughters of the American Revolution and a large assemblage of men, women and children took part.

Memorial services were held at Mount Joy at 10 o'clock. Later. at Port Kennedy, the cornerstone of the Washington Memorial Chapel was laid.

In the afternoon there was another patriotic service. otic service.

COLORADO FUEL BOARD TO MEET. To Discuss the Delay in the Payment of Its Notes -- More Talk of Frietion.

A meeting of the directors of the Colorado Fuel and Iron Company will be held in this city on Monday at which Wall Street expects the recent incident in the company's affairs involving a delay in the payment of \$600,000 of notes will be fully discussed. J. C. Osgood, chairman of the company, who has been in Denver, will probably d. C. Usgood, chairman of the company, who has been in Denver, will probably attend this meeting.

Wall Street has heard much recently about renewed acute friction between the Osgood and Gould factions in the company. All that one of the directors would may regerry as was:

say yesterday was:
"I can say nothing until Monday."

Burfiend Made a Police Captain. Police Sergeant Henry W. Burfiend was made a captain yesterday by Commissioner Greene. Burfiend has been in charge of the Harlem policecourt squad. He was assigned name in pancerount agold. The was assigned to command the Morrisania station. The new captain is 40 years old and has been a member of the force for eighteen years.

JOTTINGS ABOUT TOWN.

The Board of Estimate authorized yesterday a hond issue of \$5,000,000 for dock improvements, and an issue of \$2,000,000 for building the new city college. city college.

Judgments for absolute divorce were granted yesterday by Justice Amend to Johanna E. Rellly from John J. Rellly, to Herbert N. Chute from Olga Chute, to Adolf Philipp from Ann M. A. Philipp, and to Annie Gurian from Morris Gurian.

The attachment issued against the coal business of Clarcuce L. Lowther in favor of A. Royal Guest, who has brought suit against him for the allenation of Mrs. Guest's affections, was reduced yesterday by the Appellate Division of the Supreme Court from \$73,000 to \$50,000. Guest's suit is for \$75,000 damages.

Parks Loses Suit for Share of Steel and Wire Trust Profits.

The decision of Supreme Court Justice Truax in dismissing the suit brought by John H. Parks against John W. Gates for a share in the profits of the formation of the Steel Wire Trust was affirmed yesterday by the Appellate Division in a unanimous opinion, written by Justice Hatch.

Parks was one of five men associated with Gerrit H. Ten Broeck, who, in September, 1897, entered into an agreement with Elbert H. Gary and John W. Gates for a combination of the numerous independent corporations manufacturing wire nails and wire into a corporation. Under this agreement all the profits, which, on the proposed capitalization of \$75,000,000 for the trust, were expected to be \$15,000,000, were to be deposited with J. P. Morgan & Co.

who were to act as trustees and bankers for the company, which was to be called the American Steel and Wire Company.

J. P. Morgan & Co. were to get half the profits, \$7,500,000: Gary and Gates half the balance, \$3,750,000, and Ten Broeck and his associates one-sixth each of the remainder, new corporation.

J. P. Morgan & Co. became dissatisfied

In 1890, Gates helped incorporate the Ameri-can Steel and Wire Company of Illinois, which was later reorganized into the American Steel and Wire Company of New Jersey with a capital of \$90,000,000, which included almost all the manufacturing concerns Parks then brought suit against Gates on the old agreement. In writing the opinion, Justice Hatch says that Parks had a right to go ahead with the abandoned plan, and that the testimony slows that he did make such an attempt, but it proved abortive. Gates, therefore, had an equally good right to take up the negotiations and it is undisputed that Parks had absolutely no interest or concern in the incorporation of the American Steel and Wire Company

of either Illinois or New Jersey. PROTECTING ITS WIRES.

Companies in Delaware.

WILMINGTON, Del., June 19 .- In the United States Circuit Court for the district. of Delaware to-day Judge Bradford heard argument in the suits of the Western Union Telegraph Company against the Philadelphia, Baltimore and Washington, the Delaware, and the Delaware, Maryland and Virginia railroad companies, an action to restrain the railroad com-panies from removing the poles and wires of the telegraph company from the rights of way of the railroad companies. Willard Saulsbury, for the telegraph com-pany, pointed out that the conditions in Delaware are different from those in other S ares where there have been similar suits. John C. Johnson, for the railroad companies, suggested that there he a stay of action until the Supreme Court of the United States gives a decision in the New ease, which is somewhat similar. Decision was reserved.
Saulsbury objected, on the ground that
the cases are different.

Issue of Dominion Iron and Steel Bonds MONTREAL, June 19 .- After the meeting of the directors of the Dominion Iron and Steel Company to-day one of the directors stated that an issue of \$1,500,000 5 per cent. second mortgage bonds had been decided

PROPOSALS.

PROPOSALS.

POST OPPICE DEPARTMENT, Washington, D. C. June 5, 1963. Sealed proposals are invited entitled by the process of the proposals are invited entitled by the process of the proposals are invited entitled. The proposals are invited entitled by the process of the proposals and praductive favelopes as may be ordered for the use of the Department, postmasters, and the postal service during a prido of one year, beginning on the 1st day of October, 1963. Blank forms of proposal, with full specifications and samples, of the envelopes will be furnished upon application to the Third Assistert Postmaster General

U. S. ENGINEER OFFICE, 812 St. Paul St., Baltimore, Md., May 21, 1963. Sealed proposals for dredging in Patapseo River, Maryland, will be received until mona, June 22, 1963, and then opered. Specifications, biank forms and information furnished on application. Chas. J. Allen. Lt. Col., Eners.

U. S. ENGINEER OFFICE, New London Conn. May 21, 1903. Sealed proposals in tripu-cate for extending breakwater at New Haven. Conn., will be received here until 12 noon. June 22, 1903. and then publicly opened. Information on application. Chas. F. Powell, May., Eagrs.

HOTELS AND RESTAURANTS. WHERE TO DINE 3 PARKED

Cafe Martin
28 St. A. Broadway.

Restaurant a la carte
28 St. A. Broadway.

given to-day by the Sangerfest drew out a record-breaking crowd, a chorus of 3.560 voices of children from the public schools being the great attraction, and the further desire to hear Mme. Katherine Fleischer-Edel, soprano: Mme. Louise Homer, contraito: Willi Birrenkoven, tenor; James J. Rohanat, barytone, and Max Lohfing, basso.

The concert this evening wound up the musical feature of the fest and was devoted entirely to chorus singing, concluding with the "Star Spangled Banner," the audience joining in with the male chorus and orchestra. Delegates will participate in an open air entertainment Saturday evening at the old fair grounds concluding with a great pyrotechnic display.

VALLEY FORGE DAY.

The 125th Anniversary of the Evacuation

Late Martin 248 t. A Broadway. Bestaurant a la carte. Suppers. Trace orchestras. Suppers Charles at West 40th St. Suppers Suppers Suppers Suppers Charles and West 40th St. Suppers Street Day Street Day Suppers Suppe

Vendome ROOF GARDEN. B'way & 41st St.
Away in the air. A la carte. I'ne music.
Harlem Casino 224th St. 27th Ave. Alc. Tih.7ac.
Harlem Casino 31.0) Sal. & Sun. Venna Music.
Broadway Central 36t. & B. Way. American
Black and Bish Street
Lunch and Dinner
Lunch and Dinner
Lunch and Dinner
Sizen Certal
Alc. Bus. Men's funch: Tih. d'inner.
Grand Circle 1 Sun. 12 to 2, Music by David Rimbere.
Hotel Empire B's way. 36d St. Orthestral Concerts.
Table d hote dinner, \$1.70. Also alc.
121-123 West 28th Street.

Ardin 121-123 West 26th Street. French table d'hote, 55c. (with wine). Ardin French table d'hote, Sie, (with wine).

Park Avenue Hotel Court Garden Ald St. & Park

Park Avenue Hotel Court Garden Ald. St. & Park

Ye Olde Tavern 161 Duane St. Quaint surroundings.

Dintiers by errangement. Ale.

Terrace Garden 58th St. & Lex. Ave. Tdb. & alc. Opera & Onen Alr Concerts.

Hayward's 6 Park Pl. Cafe and Ladles' Rest.

Before the Reces. Ale.

O'Toole's 8th Ave. and 118th Street.

Rest. rn 1 Grill. Entirely new.

"Hugot's" St. George. S. I. Table d'hote and a la carle. LASSAC'S Orchestra.

Crescent Hotel St. George. S. I. Sterling Point of Mildland Cars. Ale.

Hotel St. George St. George. S. I. A splendid table d'hote Dinner. Soc.

JAPAN-CHINA Hawaii and Philippine Islands.

OCEAN STEAMERS

OLD DOMINION LINE.

For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West, Freignt and Passenger steamers sail from Pier 26, N. R., foot Beach St., every week day at 3 P. M. H. B. WALKER, Vice-President & Traffic Manager.

ANCHOR LINE. Glasgow and Londonderry. Anchorla . June 20, noon | Furnessia . July 4, noon Columbia . June 27, 10AM | Astoria . July 11, 10 A.M. First Saloon, 350 to \$100.

Second cabin, \$35 and up: third class, \$26 and up. For new Illustrated book of Tours apply to HENDERSON BROTHERS, 17 and 18 B way, N. V.

ATLANTIC TRANSPORT LINE. NEW YORK -LONDON DIRECT. Mesaba June 20, 9 AM | Minaeap's, July 4,2:30 PM Minnetonka, June 27,7AM | Minnehaha, July 11,6:30AM Only first-class passengers carried.
FOR RATES, ETC., APPLY TO 1 BROADWAY.

WHITE STAR LINE. NEW YORK-QUEENSTOWN-LIVERPOOL

OCEAN STEAMERS

Hamburg-American. For PLA MOUTH—CHERBOURG—HAMBURG.
TWIR-Screw Express and Passenger Service.
Pretoria, June 20, 1 P.M. Phemiela, July 4, 2 P.M.
Bluecher, June 25, 0 A.M. Motike, July 4, 2 P.M.
Waldensee, June 27, 7 A.M. Peniela, July 4, 3 P.M.
Deutschi'd, July 2, 11 A.M. P.Bismarck, July 18, 10AM

THE GREAT OCEAN FLYER S. S. Deutschland SAILS JULY 2, AT 11 A.M. Offices, 35 & 37 Broadway. Plers. Hobolic

NORTH GERMAN LLOYD S. S. CO. FAST² ENPRESS SERVICE.
PLYMOUTH - CHERBOURG - BREMEN.
R. Wm.H. June 23, 2 P.M. | K. Wm. H. July 21, 1 P.M. |
Kronprinz, July 7, 2 P.M. | Kalser - July 40, 4, 19 A.M. |
Kalser - July 11, 19 A.M. | Kronprinz, Aug. 11, 7 A.M. |
OELRICHS & CO., 5 BROADWAY N. V.

DOMINION LINE PAST THEN.

Commonwealth July 2 | Commonwealth July 30 | New England Aug. 6 | May flower (new July 18 | New England Aug. 6 | Montreal - I terpool | Short see pessage | Dominion | 2 me 27 | Camda | July 18 | Southwark | July 4 | Kenstagton | July 18 | Southwark | July 4 | Kenstagton | July 25 | BOSTON Mediterranean SERVICE. Azores, Gibraltar, Napies, Genoa.
VANCOLVER. Sat. July 18, 102, 29, Oct. 10
CAMBROM N. Sat. Aug. 29, Oct. 10
1st class, \$70 noward: 2d class, \$50.
For pians, &c. address Dominion Light, Roston, or
EDWIN H. LUW, Cen. Agt. 1123, Broadway, N. V. with the accountants' reports and refused to enter into the plan, which was abandoned

AMERICAN LINE.

RED STAR LINE. NEW YORK ANTWERP—PARIS. Finland, June 29, 10A.M. Kroonland, July 4, 10 AM Vaderl'nd, June 27, 10A.M. Zeeland, July 11, 10A.M. Piers 14 and 15, N. R. Office, 73 Bros Iway, N. Y.

CUNARD LINE TO LIVERPOOL

From Piers 51 and 52 North Three.

a. June 20, noon | Vimbra at July 4, noon natalune 27, 8A.M. Lucania, July 41, 4 P. M. ENTRA TUESDAY SERVICE. Aurenta. June 10, 3 P. M | 'arpathla. July 7, 3 P. M. VERNON H. BROWN & CO., Gen. Agts., 24 B'way.

EXCURSIONS.

VACATION TIME

YOU HAVE THE TIME WE THE TICKETS For Ev ry Summer Res et by Every Route at Lowest Tariff Rat's. SPECIAL TRIPS FOR JULY FOURTH

Nitgara Fills 3 divs \$15.50 Thous nd Islands 3 divs \$15.50 The used islands The Brills Menteal and Likes 5 days \$30 MANY OTHER PARTIES. SEND FOR BOOKLET.

THOS. COOK & SON

\$1.00 EXCURSIONS EVERY SUNDAY, ERIE RAILROAD SHOHOLA GLEN

GREENWOOD LAKE GLENS.

UP THE PICTURESO'E HUDSON,
Grand Daily Outness (except Sunday).
By Palace from Day Line Stemmers
"NEW YORK" and "ALBANY."
From Brooklyn, Fulfon St. dy Arney..., 850 A. M.
New York, Destrosses St. pier..., 850
West 129th St. Pier..., 850
Returning, due in New York 530 P. M.
MORNING AVD AFTEINYOON CONCEPTS,
AFTERNOON BOAT, STR. MARY POWELL.

Intercollegiate Rowing Regatta
SIFAMER GEN'I. SLOUDA
FRIDAY JUNE 28 IB
AT POUGHKFEPSIF
ROUND SLAFER'S
TRIP
Tekets at Tyson's Brentane's Miller's.
Mchride's. Astor House, Rullman's. Cafe
saartin, Johnson's. 50 W. 42th Wolfe's
1933 Madison Ave.: principal hotel's
(chandler's. Funton st., Bhlyn. Leave
fattery, 9:39 W. 22d st., 19:35 W. 120th
st., 11; South 5th st., Bklyn. v.A. M.

EAST 134TH ST. ROUTE (Bronx). Sund ye Hourly S.A. M. to 2 F. M., then half hourly, beck ways—Hourly 7 A. M. to 10 P. M. EAST 99TH ST. ROUTE.

Sundays Hourly to I P. M., then half hourly. Weck Days Hourly 9 A. M. to to P. M. MANHATTAN BEACH.

Trains leave N. V., via Long Island Rallroad, foot of E. 34th St., week days, 5:39, 6:49–7:40, 9:29, 11:00 A. M., 12:10-42:40 P. M. Race Days C. I. J. Clube and half hobrity from 1:10-to 5:10, 4:00, 6:40, 7:10, 7:40, 8:10, and 8:10 P. M. Sundays, 7:00, 8:40, 10:10, 11:10 A.M. 12:10 and half hourly from 1:10-to 9:10 and 10:10 P. M. Trains stop at East New York about 25 minutes after 3:th st. time.

STEAMER GRAND REPUBLIC

FO WEST POINT AND NEWRURGH.
SUNDAY, JUNE 21.
SUNDAY, JUNE 21.
SAVE BALLETY LANDING 9 A. M. West 22d St. Leave Battery STEAMER GENERAL SLOCUM TO BRIDGEPORT, CONN.
West 22d St. v.20 A. M., Battery Landing 9:10 A. M.,
Fonth 5th St., B'glyn, 9:39 A. M., East 21st St., 10 A. M.

FARE-Round Trip-Either Boat-50c. IDEAL OUTING TRIP SUNDAYS. On SUNDAYS the freet sized STEAMER RICH-ARD PECK leaves ther 40, N. R., foot of Clarkson St. at 9:30 A. M.; East 31st St. 16:15 A. M., due New Haven 2:30 P. M. Beturning, due New York, East 31st St., 8:50 P. M. Pler 40, N. R., 8:45 P. M. Nearly all day on Beautiful Long Island Sound. An hour In New Haven. Fine Restaurant and Cafe service. Music. Tickets, \$1:60, Children, 50 ceats.

EVERY SUNDAY TO SEA CLIFF AND G ENWOOD The elegant steamer ORH leaves Pier 13, E. R. near SOUND | leaves 19th foot first St., E. R., N. P. B. S. A. M., Returning in the evening. Execution, 5de. STEAMBOATS.

BY SEA TO MAINE MAINE STEAMSHIP CO.,

THE MOST DELIGHTFUL SHORT SEA TRIP OUT OF NEW YORK. Direct route to White Pountains, Bor Haibor, Ringeley Likes, and all the famous Eastern Coast and Inland Summer Resorts. Steamers & II Mondays, 10 A. M. Tues lays, Thursdays and Satur lays at 5 P. M.
Sen't for dilustrate i descriptive booklet, mailed free. Offices, 100 Broadway and Pier (New 3), E. at. River, New York. Telepaone, 1200 Occur 1).

HARTFORD LINE NEW YORK—QUEENSTOWN—LIVERPOOL—Majestle...June 24, noon Armenian.June33.10A,M. Cettic, June 26, 6:30 A. M. Ocranic. July 1. 11 A.M. Pier 48 North River, Office, 9 Broadway New York. New England points. Send for illustrated folder.

BOSTON AND POINTS IN NEW ENGLAND. FAIA. RIVER LINE for Newport, Fall River, Boston and all Eastern and Northern Points. Steamers PRISCILLA and PURITAN. Orchestra on each. Leave Pler 19, N. R., foot of Warren St., week days and Sundaya at 5:30 P. M. PROVIDENCE LINE for Providence, Foston, North and East. Steamers PLYMOUTH and CON-North and East. Steamers PLYMOUTH and CONNECTICIT. Orchestra on each. Leave Pier 15, N. R., foot Murray St., week days only at 6 P. M. STONINGTON LINE for Stonington, Watch Hill, Narragansett Pier, Boston and East. Steamers MAINE and RHODE ISLAND. Leave Pier 40, N. R., foot Clarkson St., week days only 6 P. M. NORWICH LINE for New London, Fisher's Island, NORWICH LINE for New London, Fisher's Island, Hock Alsland, Norwich, Worcester, Boston, North and East. Steamers CITY OF LOWILL, and CITY OF WORLENGER. Leave Pier 40, N. R., foot Clarkson St., week days only, 5:30 P. M. NEW HAVEN, LINE for New Haven, Hartford, Springfield and North, from Pier 40, N. R., foot Clarkson St. Week days Steamer RICH AND PECK leaves New York at 4 P. M.; Sundays 9:30 A.M. (E.31st St., 10:15 A. M.), returning, due New York 8 P. M. North and East. Steamers NECTICUT. Orchestra on Tickets and staterooms all Lines at 167, 261, 673, 1155, 1234 Broadway, 3 Park Place, 25 Ualon Square, 245 Columbus Avenue, 273 W. 126th Street, 153 F. 125th Street, New York: 1 Court, 800 Fulton Street, 300 Broadway, Brooklyn, and at Plers.

Leaving Desbrosses St. at \$15 P. M. (Saturdays 1:4 P. M.), W. 224 St. 3:30 P. M. (Saturdays, 2 P. M.) (22th St. (50) Saturdays and Holidays only), 2:20 P. M. For Highland Falls, West Point, Cornwall, New Burgh, New Hamburgh, Milton, Poughkeepsle Roudout and Kingston, Orchestra on board.

JOY ONLY \$2.00 LINE New York to Providence. First-Class Serv.ce. Fast and elegant steamers leave New York daily, excepting Sunday, at 5 P. M. from Pier 35, East River, foot of Catharine St. Telephone 800 Orchard.

PEOPLES LINE FOR ALBANY.
ADIRONDACK OR DEAN RICHMOND

TROY BOATS "Saratoge" or "City of Troy leaves West 10th St. Pier Edits, 6 P. M., except Saturday, Direct railroad connections at Troy for all points North and East St. NDAY STEAMERS TOUCH AT ALBANY. CATSKILL, HUDSON AND COXSACKIE BOATS

Pennsylvania

RAILROADS.

STATIONS (60) of WEST TWENTY-THIRD STREET and DESUROSSES and CORTLAND STREETS. The leaving time from Desbrosses and that given below for Twenty-Caird Street Station, except where otherwise noted. 7:55 A. M. PAST MAIL. Parlor, Sleeping, and Dining Cars. For Chicago, Indianapolis and

Dining Cars. For Chicago. Indianapous and Louisville.

1:55 A. M. ST. LOUIS LIMITED. Pullman Sleeping, Smoking, and Observation Cars. Cincinnati, Indianapolis. St. Louis. Dining Car.

10:25 A. M. PENNSYLVANIA LIMITED. Pullman Sleeping, Dining, Smoking, and Observation Compartment. Cars. For Chicago. Cleveland, Toiedo, and Defroit.

1:55 P. M. CHICAGOAND ST. LOUIS EXPRESS. For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car. Car. M. CHICAGO LIMITED. Pullman Sleeping. St. osling, and Observation Cars. Por Chicago, Toleto, and Observation Cars. Por Chicago, Toleto, and Cieveland. Juning Car. 5:55 P. M. St. TOUIS EXPRESS. For Pittsburg. Cincinnati, Indianapolis, Louisville, St. Louis, Dining Car. For Cary. W. VA. Ola Shenandook Valley Route.

5:55 P. M. WESTERN EXPRESS. For Cheago. Lor Toleto, event Saturday. Dining Car. 7:58 P. M. PACIFIC EXPRESS. For Pittsburg and Chicago. For knowling daily, vis shenandook Valley Route. Connects for Cleveland event Saturday.

Leave POST 710 St., North effect, acids a.m., 1230 m., 190 290, 300, 436, 630, 759, 839 n. m.

Leave Pier (New) No. 1 | Half hour later. | Leave Pier (New) No. 1 | Half hour later. | Leave NEW HRON PHER Coney Island, 11:10 a.m., 12:25, 119, 210, 230, 436, 610, 730, 830, 930 p. m.

ROTH RIVER CONEY ISLAND, 11:10 AND THE SOUTH. | ROTH TICKETS, 225, CENPS, ACKER, Meilreall, AND CONDIT'S LIQUORS and CIGARS served under commany meanagement, washington AND THE SOUTH. | WASHINGTON AND THE SOUTH. | Standard Streets, 10:20, Dining Cari, 19:35 (Dining Cari, 2:30) (Desbrosses and Cortland) Streets, 2:20, 4:25 (Dining Cari, 2:30) (Desbrosses and Cortland) Streets, 2:20, 4:25 (Dining Cari, 2:35) (Dining Cari, ATLANTIC COAST LINE.—Express, 9:25 a. m. and 9:25 p. m. dally.
SEAROARD ATH LINE R MILWAY.—Express, 12:35 p. m. and 12:10 night daily.
NORPOLK AVO WESTERY RAILWAY.—For Metaphils and New Orleans, 5:25 p. m. daily.
CHESAFFAVE AND OHIO RAILWAY.—7:55 a. no. week-days and 1:55 p. m. daily.
TOR OLD POINT-COMFORT AND NORFOLK.—7:55 a. n. week-days and 8:55 p. m. and 12:5 p. m. week-days. Sindays, 1:55 a. n. m. and 2:55 p. m. week-days. Sindays, 1:55 a. n. Torough Vestibuled Trains. Buffet Parlor Cars and Standard Coaches on week-days. Parlor Sindling Car, Parlor Cars, Dinning Car, and Stondard Coaches on Sundays.

On week days. Parior
Cars, Dinag Car, and Standard Coacaes
Sundays.
CAPE MAY.—12:55 p. m. week days.
For points on New York and Long Branch Railroad
from West Twenty third Street Station), 8:55
m. n., 12:10, 22:5, 32:5, 4:10, and 4:55 p. m. week
days. Sundays, 9:25 n. m., 4:55 p. m. (from Desbrosses and Cortlandt Streets), 3:20, 9:00 a. m.
12:20, 2:20, 2:34, 4:20, and 5:10 p. m. week-days
Youdays, 9:15 a. m., 5:00 p. m.

Sundays, 9:15 a. m., 5:00 p. m.

FOR PHILADELPHIA.

6:05, 7:25, 7:55 (155 (Diring Car), 9:25, 8:35, 9:25 (Diring Car), 19:25 (

NEW YORK, ONTARIO & WESTERN RY. JAS. Frankiln St. LAS. W. 42d St.

[3:15 A. M. Way Train. 3:30 A. M.

[7:45 A. M. Da) Express to Oswego. 8:30 A. M.

[3:05 A. M. Liberty Express. 9:15 A. M.

[11:40 A. M. Liberty Special.

[berlas June 27] 12:00 Noon

[2:00 Noon. Express to Norwich 12:15 P. M. 12:00 Noon Express to Norwich, 12:45 P. M. Saturdays to Rockland, the Gents June 200... 2:00 P. M. Ellenville and Kineston, 2:25 P. M. Express to Rockland, 15:40 P. M. Western Express

General Passenger Agent.

"Saturdays only, "Daily Parlor Car seats at 425 Broadway only Lackawanna Railroad. Leave New York, foot Barelay and Christophe

Sts.

*8.00 A. M. For Binghamton and Syracuse.

*10.00 A. M. For Buffalo. Chicago and St. Louis.

*11.00 P. M. For Buffalo and Chicago.

*11.00 P. M. For Buffalo and Chicago.

*11.00 P. M. For Scranton and Plymouth.

*6.10 P. M. For Stranton and Plymouth.

*6.10 P. M. For Buffalo and Chicago.

*8.15 P. M. Fire Buffalo and Chicago.

*8.15 P. M. Fire Chicago Stepers open 9 P. M.

Tickets at 167, 429, 1183 Broadway, N. Y.; 338

Fulton st., Broadway.

*Thursdays. Filteriand Saturians.

LEHIGH VALLEY. Foot of West 28d A. Cortlandt and Desbroases Sta. Dally 'Except Sunday, Sunday changes' 412-45, e+00, n5.25, x3.45 Mauch Chunk Local '7, 10 an '7, 10 an '8, 10 an March Chunk Local '7, 10 an '10, 20 an March Chunk and Harleton Local '1, 240 pm '412, 50 pm '8, 10 pm '5, 20 pm '7, 25 pm '8, 20 pm '7, 20 pm '8, 20 p

Tickers and Phiman accommodations at 16; rel. 20, 20, 124 and 1854 Broadway, 182 5th Ave., 2 Union Square West, 245 to dumbus Ave., X Y., 850 Philos St., 4 Court 5t., 250 Phiman St., 20, 250 Philos St., 2 Court 5t., 250 Phiman St., 2 Court 5t., 2 Court

RAILROADS. NEWYORK & HUDSON RIVER R. R. THE FOUR-TRACK TRUNK LINE.

VIA NIAGARA FALLS. Trains arrive and depart from Grand Central Station, 42d Street, New York, as below. North and westbound trains, except those leaving Grand Central Station at 829, 1120 ArMi, 7-A. 320, 915, 1130 P. M., will stop at 125th st. to recive passengers ten minutes after leaving Grand Central Station.

All southbound trains except the "20th Century" and the "Empire State Express" and Nos. 34 and 69 will stop at 125th st. ten minutes be fore their arriving time at Grand Central Station.

5.30

6.65 P. M. next day.
P. M. - WESTERN EXPRESS - 28 hoursto Chicago via both L. S. and M. C.
P. M. - WONTREAL EXPRESS - Via D.
A. H. or Rutland 7.00 or Rutland. ADIRONDACK AND MONTREAL P.M. ADIRONDAL RANGE AND EXPRESS.
P.M. BUFFALO. THOUSAND ISL.
ANDS AND TORONTO SPECIAL
ANDS AND TORONTO SPECIAL
P.M. SPECIAL MAIL LIMITEU.
Siceping car only for Rochester
P.M. SOUTH WESTERN SPECIAL 9.20 CIAL.
P. M. - PACIFIC EXPRESS Chicago
hours by Michigan Central, 33 hours by 9.30

9.30 P. M.—PACIFIC EXPRESS—Chicago 35 hours by Michigan Central, 23 hours by Lake Shore.

11.30 P. M.—CHICAGO THEATRE TRAIN.—CAPE Viacent, Ogdensburg, Buffalo, Detroit, Chicago and St. Louis.

**Daily 'Except Sunday, Except Monday HARLEM DIVISION.

9.08 A. M. and 3.35 P. M. daily, except Monday.

**Pittsfield and North Adams: Saturdays only, 2.46 P. M.: Sunday at 9.30 A. M. P. M.: Sunday at 9.30 A. M.: Saturday at 9.30 A. M.: Sunday at 9.30 A. M.: Su

NEW YORK, BOSTON AND NEW ENGLAND.

Via Springfield and the

ROSTON AND ALBANY RAIL,ROAD.

(New York Central and Hudson River R. R. Lessee)

Trains leave Grand Central Station, Pourth
avenue and 42d street, New York, as follars: 177

204 A. M., 11200 moon, *170 P. M., *1100 P. M.
arrive Boston 330 P. M., 540 P. M., 1000 P. M.

515 A. M.
Leave Boston 1930 A. M., 11200 moon, *4:00 P. M.

11:00 P. M., 6:14 A. M.

Tickets at New York Central ticket offices, 167, 415
and 1216 Broadway and at Grand Central Station,
A. H. SMITH.

GEORGE H. DANIELS,

Gen'l Pass'r Agrint.

WEST SHORE RAILROAD

Chew York Central and Hudson River R. R. Lessee,
Trains leave Franklin St. Station, New York, as
follows, and 15 min, later foot West 42d st., N. R.
7.10 A. M. For literin, points to 4thany
7.10 A. M. For literin, points to 4thany
7.10 A. M. Guskill M. T. Express.
11:20 A. M. Guskill M. T. Express.
11:21 F. M. Guskill M. T. Express.
11:25 P. M. Guskill M. T. Express
11:25 P. M. Guskill M. T. Express
12:25 P. M. Gott, Lim. for Det., Chf. & St. Loufs
12:25 P. M. Gott, Lim. for Det., Chf. & St. Loufs
12:25 P. M. Guskill M. T. St.
13:25 P. M. Guskill M. T. St.
13:26 P. M. Guskill M. T. St.
14:26 P. M. For Roch, Buffalo, Clevel de Chicago
14:36 P. M. For Roch, Buffalo, Detroit & St. Loufs
14:36 P. M. For Stra, Roch, Nigs, Falls, Det. Colk
15:26 P. M. Guskill M. Guskill M. T. St.
16:26 A. M. Guskill M. Guskil

New York and Boston All Rail.

N. Y. N. H. & H. H. R. and expenentions of roin Grand central Station.

Leave. By way of Disc.

1:000 A.M. Hartford and Willimantic. 2:00 P.M.

2:000 A.M. Springfield and Worcester. 3:30 P.M.

1:000 A.M. New London and Providence, 2:00 P.M.

1:2:00 M. Springfield and Worcester. 5:30 P.M.

1:2:00 M. Springfield and Worcester. 5:40 P.M.

1:2:00 M. Springfield and Worcester. 5:40 P.M.

1:2:00 P.M. New London and Providence, 6:00 P.M.

1:00 P.M. New London and Providence, 6:00 P.M.

1:00 P.M. New London and Providence, 9:00 P.M.

1:00 P.M. New London and Providence, 9:00 P.M.

1:00 P.M. Springfield and Worcester, 1:00 P.M.

1:00 P.M. Springfield and Worcester, 6:27 A.M.

1:00 P.M. Springfield and Worcester, 6:27 A.M.

1:00 P.M. Springfield and Worcester, 1:00 P.M.

1:00 P.M. Springfield and

READING SYSTEM. NEW JERSEY CENTRAL R.R. Liberty Street and South Ferry (time from South Ferry nye minutes carller than that shown below).

EASTON, BETHLEHEM, ALLENTOWN AND MAICH CHUNK (120) (7:15 Easton only) (9:10 A. M., 120), 4:30, 5:90 (5:45 Luxtun only) E. M. Sundays, 24:25 A. M., 1:90, 5:39 Jr. M. WILKESBARRE AND SURANTON (5:40), 8:19 (3:45) A. M. J. P. M. J. WILKESBARRE AND SIRANTON 34.09, 943
A. M. 5.00 P. M. Sunday, 24.25 A. M. 1 P. M.
LAKEWOOD, LAKEHURS I. TONIS BIVER
AND BARNEG AT 24.99, 949 A. M. 139, 649
C. 10, 5.09 Lakewood and Lakehurst only P. M.
Sundays, 10.00 A. M.
ATLANTIC CUTY '940 A. M. 340 P. M.
VINELAND AND BRIDGETON 24.00 A. St.
139 P. M.
LONG BRANCH. ASBURY PARK, OCEAN
GROVE, POINT PLEASANT AND SEASHORE POINTS -24.00, 830, 11.30 A. M., 1.30
245, 852, 446, 539, 639 P. M. Sundays, externo
Ocean Grove, 94.5 A. M., 450 P. M.
PHILA DELPHIA READING TERMINAL 24.25, 77.00, 4800, '9.00, 710.00, '11.79 A. M., *12.00
1100, (120), *2.00, *3.20, *1.00, *5.00, *6.00, *1.30,
\$9.00 P. M., *12.15 mdt.
24'11 AND CHESTIN' STREETS -44.25, *8.50,
10.00, *11.45 A. M., *1500, *3.40, *5.50, *7.00, *9.55
P. M. *12.15 mdt.
READING HARRISBURG, POTTSYLLER *10:80, *11:45 M. M., *1:00, *13:40, *5:00, *7:00, *9:23 P. M., *12:15 mdt.

AND WILLIAMSPORT — 4:00, 24:25, *13:00, *9:10 0:00:00, 11:00 A. M., Reading, only, *1:00, *1:20, *1:20 P. M.

*20:00 P. M. Reading, Pottaville and Harrisburg only, *1:20, *15:00 P. M.

SANDY HOOR ROUTE From foot of Rector Street, Pler 8, Scabright, Monmouth Beach, Asbury Park and Point Pleasant, 10:90 A. M., 1:00, 3:46, 5:00 P. M. Sundays, 10:00 A. M., 1:00, 8:00 P. M. 800 F. M.

2From Liberty Street only. Daily, 'Parlor cets only.

2From Liberty Street only. Parlor cets only.

18 Tamaqua. ASaturday.

19 Tamaqua.

19 T

ROYAL BLUE LINE.

ROYAL BLUE LINE.

NEW JERSEY CENTRAL R. R. PHILABELPHIA AND READING RY and BALTIMORE AND OBIO R. R.
Balto.-Washington. '825 am. '820 am. Buffel,
Balto.-Washington.' 10.25 am. '10.30 am. Diner
Balto.-Washington.' 1125 am. '11.6 am. Diner
Balto.-Washington.' 12.55 pm. '1:40 pm. Diner
Balto.-Washington.' 12.55 pm. '1:40 pm. Diner
Balto.-Washington. '15.55 pm. '5:40 pm. Diner
Balto.-Washington. '15.55 pm. '5:40 pm. Diner
Balto.-Washington. '15.5 pm. '5:700 pm. Diner
Balto.-Washington. '15.55 pm. '5:700 pm. Diner
Control of the balton of the

Lv. New York City, South Ferry, Elberty St. Chicago, Pittsburg, 12:20 at. 12:35 pt. 10:00 pm. Diner Pittsburg, Cleveland 12:35 pm. 12:00 pm. Diner Pittsburg, Cleveland 13:35 pm. 12:00 pm. Juli d "Pittsburg Limited" 18:35 pm. 17:00 pm. Juli d "Pittsburg Limited" 18:35 pm. 17:00 pm. Juli d Cincinnati, St. Louis 10:20 nm. 10:30 am. Diner Cincinnati, St. Louis 10:20 nm. 10:30 am. Diner Cincinnati, St. Louis 10:20 pm. 10:00 pm. Diner Cincinnati, St. Louis 10:20 pm. 10:00 pm. Diner Dally Dally, except Stunday, 4:30:00 pm. Offices: 167, 161, 324, 10:00 Broadway, 6 Astor House, 55 Lulion Square W. 201 Grand St. Y. 234 Philor Stirret, Brooklyn; South Ferry and Liberty Street, Baggage checked from hotel or residence to destination.